

Intimations.

G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINE-NEZ AND EYE PRESERVES.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
EASTMAN'S KODAKS AND FILMS.
64, QUEEN'S ROAD.

As a Souvenir of the
Coronation of King
Edward VII, we
are giving away

A SET OF SIX
CORONATION
SOUVENIRS

every Picture is well worth framing, being printed in
14 colours, decorated in gold and surrounded by a Crown—
the whole forming the very finest example of the excellence
of up-to-date Lithographic Art. Each Picture measures
5 in. by 4 in. The set of 6 will be

SENT FREE BY
post to any part of the world to users of Lemco. Write your
name and address clearly on a wrapper taken from a Lemco
jar (the genuine Liebig Company's Extract), and post to
"Lemco, 9, Fenchurch Avenue, London, E.C. England."

LEMCO
is the original and only genuine
LIEBIG COMPANY'S EXTRACT

JAPAN COALS.

MITSUI BUSSAN KAISHA
(MITSUI & CO.)

HEAD OFFICE: 43, Sakamoto-cho, Tokyo.
LONDON BRANCH: 34, Lime Street, E.C.

HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET, FIRST FLOOR.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Pootung, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Moji, Kure, Shimoda, Yokohama, Moji, Wako-
matsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Minatoguni, Kobe, Hakodate,
Taipei, etc.

Telegraphic Address: 'MITSUI' (A.B.C. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Mitsu, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokoku, Honda, Ichimura, Kanada, Kishima, Hamaeda,
Mannoura, Onomura, Sashima, Tsukagawa, Yoshinotani, Yoshio, Yumekibara,
and other Coals.

N. INUZUKA, Manager, Hongkong.

Per Case of 6 dozen Pints, ... \$15.00
do. 4 dozen Quarts, ... \$15.00
A. S. WATSON & Co., Ltd.
Sole Agents for Hongkong, China and Manila

ASK FOR
LEVER WATCHES
and CHRONOGRAPHS.

Best Value, compatible with Good
Workmanship.

TRADE MARKS:
BERNA, MAXIM.

Watches and Clocks repaired by Competent EUROPEAN EXPERTS.
DROZ & CO.,
No. 10, Queen's Road Central.

Intimations.

GOVERNMENT NOTIFICATION.

THE following Notice is published.
By Command, F. H. MAY,
Colonial Secretary's Office,
Hongkong, 2nd July, 1902.

NOTICE.
A SPECIAL MEETING OF HIS MAJ-
ESTY'S JUSTICES OF THE PEACE
will be held in the Justices' Room, at the
Magistrate's, at 2.15 p.m. on Thursday, the
10th day of July, 1902, for the purpose of
considering the following applications:—
(1) From one WILLIAM YOUNG for the
renewal of his Publican's License to
sell and retail intoxicating Liquors
on the premises situate at No. 2,
Shaukiwan Road, under the sign of the
"Metropole Hotel" to one B.
EALBY.
(2) From one LIZZY MANOR, Loan for
permission to remove his Publican's
business from house No. 142,
Queen's Road Central, to houses
Nos. 1 and 150, Queen's Road
Central under the sign of the "Star
Hotel."

F. A. HAZELAND,
Police Magistrate.
The Magistrate's
Hongkong, 1st July, 1902.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from
the MILITARY AUTHORITIES
that gun practice will be carried out from
the Battery on the 15th instant,
at targets in a North-Westerly and Westerly
direction.
Practice will commence about 8.30 a.m.
By Command, F. H. MAY,
Colonial Secretary's Office,
Hongkong, 1st July, 1902.

RAMBLE THROUGH SOUTHERN
FORMOSA.
By G. TAYLOR, I. M. Customs.
With Woodcuts.
[Reprinted from the China Review.]

One of the Best Sketches of Formosa Life
yet written.

Price ... \$1.00.
'CHINA MAIL' Office, 5 Wyndham Street,
Hongkong.

THE
CHINA AND JAPAN
TELEPHONE

AND
ELECTRIC COMPANY,
LIMITED.

NEW REGULATIONS.

SUBSCRIBERS are no-
tified that when A CALL
IS MADE and the
TELEPHONE IS NOT
ANSWERED by the
PERSON ACTUALLY RE-
QUIRED, instead of Listen-
ing until this Person can
be found it is better to
give their Name and
Number to anyone an-
swering, and then TO
RING OFF.

WHEN THE PERSON RE-
QUIRED REACHES THE
INSTRUMENT, A FRESH
CALL, CAN THEN BE
MADE FROM THAT END.

For full particulars, &c., &c.,
Apply to
W. STUART HARRISON
Manager.
Hongkong, September 16th 1901.

'THE REVENUE OF CHINA.'

A SERIES OF ARTICLES,
Reprinted from 'The China Mail.'
WITH AN APPENDIX.

To be had at the Office of THE PAPER
Messrs. KELLY & WAUGH, Ltd.,
Add Messrs. W. BREWER & Co.
Price, ... 50 Cents.

THE STANDARD LIFE OFFICE.

It is an advantage to effect Assurance
early in life. By doing so the rate of
premium increases; Death may occur
before this provision is effected, or Health
may fail and render the life ineligible for
Assurance.
For rates and particulars of various schemes
apply to
DODWELL & CO., LIMITED.
Hongkong, April 8, 1901.

CHINESE SCHOOL BOOKS

1. Sam Tse King.
2. Tsin Tse King.
Translated into English
by Dr. E. J. EITEL.
Price, 30 Cents the Set.
'China Mail' Office, 5 Wyndham Street.

WATKINS LIMITED.

NOTICE is hereby given that an
EXTRAORDINARY GENERAL
MEETING OF WATKINS LIMITED will
be held at the HONGKONG OFFICE of the
Company, No. 66 Queen's Road Central,
Victoria, in the Colony of Hongkong, at
Noon on the 7th day of July, 1902, when
the following Resolution, which was passed
at the Extraordinary General Meeting of
the Company held on the 21st day of June,
1902, will be submitted for confirmation as
a Special Resolution.

RESOLUTION.
That the Articles of Association be altered
by substituting for the words "five
thousand seven hundred dollars" in
article No. 46 the words "eight thou-
sand seven hundred dollars."

G. A. WATKINS, General
MANAGER.
Dated the 23rd day of June, 1902. 1322
No. 66 Queen's Road Central, Hongkong.

TEBRAU PLANTING COMPANY,
LIMITED.

NOTICE is hereby given that the
SIXTH GENERAL MEETING of
SHAREHOLDERS in the above Company will
be held at the Company's Office, 38 and 40
Queen's Road Central, on MONDAY,
7th July, 1902, at Noon, for the purpose
of receiving the Report of the General
Managers, together with a Statement of
Accounts for the period ending 30th April,
1902.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, June 26, 1902. 1347

THE HONGKONG ELECTRIC CO.,
LIMITED.

NOTICE is hereby given that the
THIRTIETH ORDINARY YEAR-
LY MEETING of the Company's Share-
holders, on TUESDAY, the
4th day of July, 1902, for the purpose of
receiving the Report of the Directors,
together with a Statement of Accounts to
30th APRIL 1902, and electing Directors
and Auditors.
The TRANSFER BOOKS of the Com-
pany will be CLOSED on the 24th Inst.
to the 14th Inst. inclusive.
By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.
Agents.
Hongkong, June 19, 1902. 1290

Insurances.

Strongest in the World.

TOO MUCH
LIFE

ASSURANCE?

Do you think your wife and children will
think it too much after it is paid—and it is
too late to get any more?

Looking at it in that light wouldn't you
feel more comfortable if you had a little
more life Assurance? Ask the Agent for
the Policy best suited to your particular
requirements.

THE EQUITABLE LIFE ASSURANCE
SOCIETY.

F. KIENE, Manager,
Hongkong.

UNION ASSURANCE SOCIETY.

(Incorporated in the Colony of Hongkong)
Capital Fully Subscribed, £500,000.
Capital Paid Up, £180,000.
Total Invested Funds, £2,450,044.
Total Annual Income, £1,103,483.

THE Underwritten, having been appointed
AGENTS of the above Society in Hong-
kong, are prepared to issue Policies against
FIRE on the usual terms.

HARRY WICKING & Co.,
Proprietors.
Hongkong.

NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.

Total Funds at 31st DECEMBER, 1901,
£1,572,693.
Authorized Capital, £3,000,000 0 0
Subscribed Capital, £2,750,000 0 0
Paid-up Capital, £2,687,500 0 0
Fire Funds, £2,033,348 5 2

HAVING been appointed AGENTS of the
above Company we are prepared to
accept EUROPEAN and CHINESE RISKS at
Current Rates.

SHAW, TOMES & Co.,
Agents.
Hongkong, July 2, 1902. 1537

SALAMANDER FIRE INSURANCE
COMPANY.

THE Underwritten having been appointed
AGENTS for the above Company are
prepared to accept Risks against Fire at
Current Rates.

HOTZ, JACOB & Co.,
Agents.
Hongkong, March 31, 1900. 738

THE STANDARD LIFE OFFICE.

It is an advantage to effect Assurance
early in life. By doing so the rate of
premium increases; Death may occur
before this provision is effected, or Health
may fail and render the life ineligible for
Assurance.
For rates and particulars of various schemes
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DODWELL & CO., LIMITED.
Hongkong, April 8, 1901. 9-53

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Intimations.

SIMPLE STRONG



WHEELER & WILSON'S
SEWING MACHINES.

BOOLITTLE & POLLOCK,
AGENTS.
No. 5, WELLINGTON STREET.

H. RUTTONJEE.

DEALER IN
BEST OF SPIRITS, LIQUEURS and
PROVISIONS of all kinds, also
KRUGER'S GOLD COINS.

No. 5, D'Aguiar Street, H.K.
39 and 40, Elgin Road, Kowloon.
Hongkong, May 31, 1902. 1164

Hotels.

Pelham House,
FAMILY HOTEL.

WYNDHAM STREET.
M. MOORE,
Proprietors.

THE QUEEN'S HOTEL.

ELGIN ROAD, KOWLOON.

THREE minutes' walk from the Steamer
Wharves, and seven minutes' by
Ferry-boat from the City of Victoria.
A First-class Hotel, with thirty-five very
airy Bedrooms.
Everything of the Best.
Dinner Parties by Special Arrangement.
Billiards (Thurston Match Table).
Most perfect culinary arrangements.
Food, both in European and Eastern
styles.
H. RUTTONJEE,
Proprietor.
Hongkong, March 3, 1902. 458

KOWLOON HOTEL.

THIS HOTEL is situated in a quiet
locality, away from the din and
disturbance of the City, and surrounded by
a delightful Garden it is an ideal place of
Residence. The building stands on an
eminent, giving a magnificent view of the
Harbour, and the City of Victoria. It is
within easy access of the Kowloon Wharves,
where the principal Mail Steamers disem-
bark Passengers, and from which there is a
regular ferry service to Hongkong.
Bowling Alleys and Billiards.
The Cuisine is Excellent.
J. W. OSBORNE, J. H. DOWNS,
Proprietors.
Hongkong, September 6, 1900. 650

NEW VICTORIA HOTEL.

ROTISSERIE,
Maison a la Carte.

CHOPS, STEAKS, etc., at any
time, between 7.30 a.m. and 11
p.m.
Monthly Tiffin at Moderate Rates.
MAGAR & FARMER,
Proprietors.
Hongkong, May 1, 1890. 1737

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK,
near the TRANSMISSION TOWER 56.
For Terms,
Apply to the MANAGER. 741

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.
A First-Class Private
Family Hotel.

HANDSOMELY FURNISHED and
Recedingly Spacious Rooms.
Very MODERATE TERMS to FAMIL-
IES by the DAY or MONTH.
Hongkong, December 18, 1900. 2639

WEEKLY NEWS
FOR HOME.

The Overland China Mail

Published to suit the Departure
of each English and French
Mail Steamer to Europe.

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE
(Commercial, Shipping, etc.)

514 per Annum (including Postage).
'CHINA MAIL' OFFICE.
5 WYNDHAM STREET, HONGKONG.

Intimations.

THE
ANGLO-AMERICAN
STORES.

No. 1 WELLINGTON ST.

Under European Management.

HIGH-CLASS PROVISIONS.

To Let.

TO LET

BEDROOM and SITTING ROOM
(Unfurnished). Use of Cook-house.
With English family. Suitable for Two
Gentlemen.

Apply to 'X.'
Care of 'CHINA MAIL' Office.
Hongkong, July 2, 1902. 1390

TO LET.

OFFICES in GROUND FLOOR of Des
Vieux Road and Ice House Street.
For particulars, apply to
THE MEDICAL HALL,
79, Queen's Road Central.
Hongkong, March 8, 1902. 61

TO LET.

A NEW EUROPEAN HOUSE situated
on the North Spur of Morrison Hill.
It has a splendid view, and enjoys the full
benefit of the south-west monsoon.
For Particulars apply to
W. LISAUGH,
151, WANCHAI ROAD.
Hongkong, May 31, 1902. 1160

TO LET.

NOS. 5, 6, 7, 8, 13 and 15, MORRISON
HILL ROAD (facing the Race Course).
Apply to
SANG KEE,
Comptroller's Department,
JARDINE, MATHESON & Co.
Hongkong, May 14, 1902. 1030

TO LET.

HOUSES in CLIFTON GARDENS.
CONDUIT ROAD.
A HOUSE in RIFON TERRACE.
GODOWNS at BLUE BUILDINGS.
HOUSES at CAUSEWAY BAY, FACING THE
BOLD GROUND.
No. 11 MCDONNELL ROAD.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, June 24, 1902. 893

TO LET.

No. 1 QUEEN'S GARDENS. Im-
mediate entry. Apply to G. O.
ANDERSON, 4 Pedder Street.
Hongkong, February 15, 1902. 339

TO LET.

THE GROUND FLOOR of No. 3 QUEEN'S
BUILDINGS.
Apply to
W. HUTTON POTTS.
Hongkong, June 23, 1902. 1327

TO LET.

NOS. 6, 8, 10 and 12, CASTLE ROAD;
and
Nos. 7, 9, 11 and 13, SEYMOUR
ROAD.
Apply to
W. O. KEE & Co.,
No. 298, Des Vieux Road Central.
Hongkong, June 23, 1902. 1363

TO LET.

GODOWNS at WANCHAI Suitable for
Storage of Yarn.
Apply to
EDWARD OSBORNE,
Secretary,
The Hongkong and Kowloon Wharf
and Godown Co., Ltd.
Hongkong, May 10, 1902. 100

TO LET.

13 EUROPEAN HOUSES, Nos. 20, 24,
28, 32, 36, 40, 44, 48, 52,
56 and 60, LEICESTER HILL ROAD.
Apply to
THE HONGKONG & KOWLOON
LAND & LOAN CO., LTD.
No. 5 QUEEN'S ROAD WEST.
Hongkong, April 29, 1902. 330

TRADE MARK.



TRADE MARK.

HAVE YOU TRIED OUR

Aerated Waters! Aerated Waters!

EXPERT SUPERVISION, MODERN MACHINERY AND PRACTICAL
MANAGEMENT ARE ESSENTIAL FACTORS IN THE
PRODUCTION OF A FIRST-CLASS ARTICLE; and

WATKINS, LIMITED,

HAVE INTRODUCED ALL THESE FOR THE PURPOSE OF MANUFACTURING
AERATED WATERS of Unsurpassed Quality.

THE WATER USED IN THE MANUFACTURE IS FILTERED THROUGH A COLOSSAL PATENT BERKEFELD
FILTER. ABSOLUTE PURITY IS THEREFORE GUARANTEED.

Factory: No. 4, WYNDHAM STREET.

WATKINS, LIMITED, Apothecaries Hall, 66, Queen's Road.

THE THEORY OF THUNDERSTORMS.

No generally-accepted theory of thunderstorms has as yet been built up. In special cases we come, perhaps, near the real conditions. Thus Michie Smith has made a very plausible suggestion as to the origin of the sheet lightning often observed inland from Madras. There the dusty land breeze, charged positively by the salt spray, meet. The discharges generally take place between pairs of pillared cumulus, the actual flashes being mostly hidden by the clouds. These clouds are rapidly sinking and are often surrounded by an iridescent fringe whose colours may, according to Aitken, be due to particles of dust and moisture left behind by the sinking clouds. The storms are, in Aitken's words, not the case, but the effect of the purification of the air. Mohn distinguishes between heat thunderstorms and whirl thunderstorms. Common to both, W. v. Bezold believes, with many others, are strong ascending currents which prevent the large masses of water assembled on clouds from sinking until the labile equilibrium breaks down owing to local conditions (heat storms), or to changes initiated at a distance (whirl storms). Causes for the breakdown are heating of the lower strata, cooling of the higher super-saturation with aqueous vapour, over-cooling of water drops, and changes in the state of aggregation. Jaeger believes in a kind of atomiser-whirl hail theory. A cold air current in the higher strata produces a whirl which sucks up the damp and also dusty air below; the latter ascends after the manner of a spray atomiser; the moisture is rapidly condensed, and the grains of hail are whirled about until they fall, owing to their weight. The electric display would be a secondary phenomenon. Zeiger, commenting upon some remarkable thunderstorms is inclined to ascribe a cosmic origin to the extraordinary violence suddenly displayed by two currents of moderate speed meeting one another. He resorts to meteors which, coming from space, where, at the extremely low temperature, everything is a conductor of electricity, discharge their electricity

on entering our atmosphere. This may appear far-fetched; but we must, at any rate, remember that swarms of meteors are quite as common as thunderstorms. The most thorough attempt at a theory of thunderstorms is contained in Solmecke's 'Gewitterstudien,' published at Munich in 1894. Thunderstorms, the author argues, are produced by the friction between ice and liquid water in the high strata.—*Engineering.*

The days of mythological beliefs have gone. This is an era of science—a matter of fact. The darkness of ignorance and superstition is giving way to the penetrating light of modern science—the revelation of facts. Modern science has discovered that the best medicinal cod liver oil, in its analysis, may be separated into two distinct parts—one the clarified oil; the other, a mass of certain semi-solid substances, known as extractives. The oil is not materially different from other fixed oils and has little or no medicinal value. On the other hand, the extractives are peculiarly active, and the conclusion cannot be avoided that to the presence of these active principles cod liver oil owes its reputation as a remedy. No other oil has such a reputation. No other oil has such conditions. The extractives hold the same relation to cod liver oil that quinine holds to crude cinchona bark. They are the curative essence of cod liver oil. When taken as they may be freed from the vile, unnecessary oil, their curative value is greatly increased, for they are no longer retarded by the presence of the noxious fat. Upon this scientific fact.

Stearns' Wine of Cod Liver Oil. is based. It represents all the curative properties of the best cod liver oil in a vinous preparation. It also contains the best form of iron, making it also an ideal tonic. Wholesale from A. S. Watson & Co., Ltd., Hongkong.

The Health and Vigour of an individual depend upon the quantity and quality of the blood. When the tissues have been at work, there are thrown into the blood, waste products, and if these be not eliminated but through any cause detained in the blood they influence nutrition and function and finally produce organic disease.—*The Humanitarian.* In cases of Scrofula, Scary, Eczema, Red Legs, Skin and Blood Diseases, Pimples and Sores of all kinds, the effects of Clarke's Blood Mixture are marvellous. Thousands of wonderful cures have been effected by it. Clarke's Blood Mixture is sold everywhere at 2s. 2d. per bottle. Beware of worthless imitations and substitutes.

THE HONGKONG DOCKS.

AN INTERESTING RECORD.
Reprinted from the 'CHINA MAIL.'
Price, 50 cents each Copy.
NOW READY.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	L.H.P.	Captain.	Last reported at.
Albatross	despatch-vessel	1700	—	2000	Comdr. Seymour E. Erskine	Japan
*Albatross	battleship, 1st class	12,550	10	13,500	Comdr. Walter Carey	Japan
Archon	cruiser, 2nd class	1050	8	1400	Captain J. Sartin	Singapore
Argonaut	cruiser, 1st class	4300	10	5000	Captain H. Cherry	Shanghai
Bleuclair	cruiser, 1st class	11,000	12	18,000	Captain F. H. Henderson	Japan
Bramble	gunboat, 1st class	5000	12	13,000	Lieut.-Com. F. M. Leake	Taku
Brisant	cruiser, 1st class	210	6	1300		Poochow
Cerberus	gunboat, 1st class	710	6	1300		Amoy
Cherub	cruiser, 1st class	12,000	14	21,000	Captain H. M. Tuder	Hongkong
Eschsch	cruiser, 2nd class	300	—	300	Master T. Pissinore	Hongkong
Eschsch	cruiser, 2nd class	3000	11	9000	Captain R. H. S. Stokes	Hongkong
Eschsch	cruiser, 2nd class	3000	11	9000	Lieut.-Com. Godfrey	Hongkong
Eschsch	cruiser, 2nd class	3000	11	9000	Comdr. Barton	Hongkong
Eschsch	cruiser, 2nd class	3000	11	9000	Fleet Reserve	Wellington
Eschsch	cruiser, 2nd class	3000	11	9000	Comdr. J. Graham	Hongkong
Eschsch	cruiser, 2nd class	3000	11	9000	Lt.-Com. C. B. Barty-Dowall	Japan
Eschsch	cruiser, 2nd class	3000	11	9000	Captain W. A. Carter	Japan
Eschsch	cruiser, 2nd class	3000	11	9000	Captain Lewis White	Wellington
Eschsch	cruiser, 2nd class	3000	11	9000	Lieut.-Com. G. C. Hardy	Wellington
Eschsch	cruiser, 2nd class	3000	11	9000	Fleet Reserve	Wellington
Eschsch	cruiser, 2nd class	3000	11	9000	Comdr. H. J. Davison	Hongkong
Eschsch	cruiser, 2nd class	3000	11	9000	Fleet Reserve	Hongkong
Eschsch	cruiser, 2nd class	3000	11	9000	Lt.-Com. G. B. Powell	Yantai-Kiang
Eschsch	cruiser, 2nd class	3000	11	9000	Re-building	Hongkong
Eschsch	cruiser, 2nd class	3000	11	9000	Comdr. C. W. M. Plenderleath	Singapore
Eschsch	cruiser, 2nd class	3000	11	9000	Captain W. G. White	Shanghai
Eschsch	cruiser, 2nd class	3000	11	9000	Lt.-Com. C. P. Mansel	Nagasaki
Eschsch	cruiser, 2nd class	3000	11	9000	Comdr. W. H. Nicholson	Shanghai
Eschsch	cruiser, 2nd class	3000	11	9000	Capt. Harry C. Reynolds	Hongkong
Eschsch	cruiser, 2nd class	3000	11	9000	Lt.-Com. Morris H. Smyth	Hongkong
Eschsch	cruiser, 2nd class	3000	11	9000	Com. D. St. A. Wake	Singapore
Eschsch	cruiser, 2nd class	3000	11	9000	Lieut.-Com. G. G. Webster	Hongkong
Eschsch	cruiser, 2nd class	3000	11	9000	Comdr. C. A. W. Hamilton	Amoy
Eschsch	cruiser, 2nd class	3000	11	9000	Lieut.-Com. Murray Lockhart	Hongkong
Eschsch	cruiser, 2nd class	3000	11	9000	Lt.-Com. Worsley	Hongkong
Eschsch	cruiser, 2nd class	3000	11	9000	Fleet Reserve	Hongkong
Eschsch	cruiser, 2nd class	3000	11	9000	Fleet Reserve	Hongkong
Eschsch	cruiser, 2nd class	3000	11	9000	Captain F. G. Stopford	Nagasaki
Eschsch	cruiser, 2nd class	3000	11	9000	Comdr. Robinson	Hongkong
Eschsch	cruiser, 2nd class	3000	11	9000	Lt.-Comdr. R. W. Dalry	Shanghai
Eschsch	cruiser, 2nd class	3000	11	9000	Captain Percy Scott, C.B.	Hongkong
Eschsch	cruiser, 2nd class	3000	11	9000	Temporarily employed surveying	Hongkong
Eschsch	cruiser, 2nd class	3000	11	9000	Comdr. Frank H. Leyton	Hongkong
Eschsch	cruiser, 2nd class	3000	11	9000	Lieut.-Com. W. O. Lyne	Hongkong
Eschsch	cruiser, 2nd class	3000	11	9000	Lieut.-Com. C. Mackenzie, D.S.O.	Hongkong
Eschsch	cruiser, 2nd class	3000	11	9000	Fleet Reserve	Hongkong
Eschsch	cruiser, 2nd class	3000	11	9000	Lieut.-Com. Hugh Somerville	Hongkong
Eschsch	cruiser, 2nd class	3000	11	9000	Lieut.-Com. Chilcott	Shanghai

* Flag of Vice-Admiral Sir Cyprian A. G. Bridge, K.C.B., Commander-in-Chief.
** Flag of Rear-Admiral Harry T. Grenfell, C.M.G.

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Regurgitation, Biliary Affections.



MAGNESIA

The Physician's Cure for Gout, Rheumatic Gout, and Gravel.
Safest and most Efficacious Medicine for Infants, Children, Delicate Females, and the Sickly of Pregnancy.

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, SINGAPORE, THE MALAY PENINSULA, CAMBODIA, ANNAM, THIBET, COREA AND JAPAN.
Entrusted to the Society of the 'MISSIONS TRAVELLERS.'
(Translated by EDWARD HARPER PARKER and Reprinted from 'THE CHINA REVIEW'.)
PRICE ONE DOLLAR.
In Sale at KELLY & WALSH, LTD.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
87 QUEEN'S ROAD CENTRAL.

WELLINGTON KNIFE POLISH
BEST FOR CLEANING AND POLISHING CUTLERY, KNIVES, &c.
WELLINGTON KNIFE BOARDS
PREVENT FRICTION IN CLEANING & INJURY TO THE KNIVES.
JOHN OAKLEY & SONS
BLACK LEAD MILLS LONDON.

DARTRING LANOLINE
Natural Toilet Preparations.
— DARTRING TOILET 'LANOLINE' in small and large collapsible tubes. Makes rough skins smooth and protects delicate complexions from the effects of wind and sun.
— DARTRING 'LANOLINE' TOILET SOAP is unequalled for cleansing and keeping the skin supple. It never irritates.
Wholesale: 67, Holborn Viaduct, E.C.

UNTOUCHED BY HAND.
MELLIN'S FOOD
For INFANTS and INVALIDS.
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

TELEPHONE NO. 256.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

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17a Queen's Road.

Furniture
Dealers.

DRAWING-ROOM,
DINING-ROOM,
and BEDROOM
FURNITURE.

ELECTRO-PLATED,
GLASS and
CHINA WARES.

PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.

WM. POWELL,
LIMITED.

28 & 34, Queen's Road
(Opposite Hongkong Hotel and Post Office).

General -
Drapers -
and - - -
Outfitters

JUST RECEIVED.

A fresh supply of all
the latest styles in
Parisian and English
Millinery.

'Ping Pong.'

Complete sets, ranging
in Price from \$1 to
\$15.

DRESSMAKING

A SPECIALITY.
All cutting executed by
an experienced
Dressmaker.

NEW MILLINERY,
NEW WASHING
SILKS.
NEW SUMMER
DRESS GOODS.

Telephone No. 155.

SEASONABLE
WINES.

	per Dozen.
LIGHT HOOKS	\$ 6.50 to \$19.00
WHITE WINES	8.00 " 13.00
CLARETS	4.50 " 13.00
ST. LEON TONIC WINE	21.00
BURGUNDIES	14.00 " 30.00

H. PRICE & CO.,
408 12, Queen's Road.

MEMOS. FOR TO-MORROW.

Auctions.
12.30 p.m.—Auction of Steam Launch
Choy Po, at Queen's Statue Wharf.
2.30 p.m.—Auction of Household Furni-
ture, at Mr Geo. P. Lummett's Sales
Rooms.

General Memoranda.

Monday, July 7:—
Noon.—Extraordinary Meeting of Wat-
kins, Limited, at the Company's Office,
No. 65, Queen's Road Central.
Good per *Chow*, not cleared on this
date subject to rent.
Good per *Pekin* not cleared at 4 p.m.
on this date subject to rent.
Goods per *Hankow* undelivered after
this date subject to rent.

Tuesday, July 8:—
12.30 p.m.—Meeting of Shareholders of
The Hongkong Electric Co., Ltd., at
the Company's Office.
Goods per *Taipei* not cleared on
this date subject to rent.

Monday, July 21:—
3 p.m.—Auction of Valuable Leasehold
Property (in Two Lots), at Mr Geo.
P. Lummett's Sales Rooms.

A SCAR
FROM a burn or scald is often dreaded
more than the pain that is inflicted.
Chamberlain's Pain Balm heals the injured
part in less time than any other treatment
and unless the injury is a severe one, no
scar will be left. One application gives
relief. Try it. For sale by All Dealers.
WATKINS Ltd., General Agents.



A. S. WATSON & CO.,
LIMITED.

ESTD 1856 A.D. 1841.

CHAMPAGNE.

JULES MUHAM & CO. REIMS.
As supplied to Royal and Imperial
Courts of Europe.

SCOTCH
WHISKY.

WATSON'S

CELEBRATED
E
BLEND

COGNAC
BRANDIES
Of the Finest Quality.

CLARETS,
SHERRY AND PORT

AUSTRALIAN WINES

RAINIER BEER

The Finest brewed in America

AERATED WATERS
Absolute Purity Guaranteed.

CIGARS, CIGARETTES,
&c., &c.

A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY.

BIRTH.
On June 25, the wife of J. M. CAMERON,
Manager, Stulang Saw Mill, Johore, of a
Son.

MARRIAGE.
At Manila, P. I., on June 25, Captain
LOUIS F. GARRARD, Jr., of Georgia,
U.S.A., to GRACE BELLE, eldest daughter
of U. S. Consul-General O. F. Williams,
Singapore. Residence—Rochester, N.Y.,
U.S.A.

DEATHS.
At the General Hospital, Shanghai, on
the 25th June, at 5.15 a.m., WILLIAM
TURNER (of Messrs. Evans and Co.); in his
39th year. Deeply regretted.

On the 26th June, at the General
Hospital, Shanghai, of cholera, MARCUS
BRIAN, aged 42 years, chief officer S.S.
Whito. A native of Portrush, Co. Antrim,
Ireland.

The publication of this issue commenced
at 5.30 p.m.

The China Mail.

HONGKONG, FRIDAY, JULY 4, 1902

EDITORIAL COMMENT.

If ever we in Hongkong
CAN BE tempted to think
THAT we are entirely dis-
MUZZLED! tinted and apart from the
Empire at whose borders

we lie, incidents like the one reported
to-day from Canton will dispel all such
dangerous delusions and reveal to us
the true state of affairs. Through our
great Chinese population, we are, whe-
ther we like it or not, always in the
closest touch with the mainland. It will
be interesting to watch how the develop-
ment of the Kowloon Hinterland will
affect this question. It may alter the
place where the contact is felt, but it
cannot in the nature of things remove
it. In Dr. Eitel's 'History of Hong-
kong' he has some remarks bearing on
the small influence Hongkong had, up
to the time of his writing, exercised on
China. Later experience would seem
to suggest that when that opinion was
formed it was not altogether exact, and
that the time had scarcely arrived for
coming to so strong a view of Hong-
kong's relation to the mainland. We
believe Hongkong will exercise an ever
increasing influence in South China.

Within the last few days, we have seen
a discovery of first-rate importance.
The Canton press is gagged, and at
present is of but little use in forming
public opinion. But what the Canton
Chinese papers cannot do, their con-
temporaries in Hongkong can do, and,
as we learn from the *Nan Hai* magi-
strate, can do most effectively. A
splendid field of usefulness is thus open-
ed up for our brethren of the Chinese
newspapers. Let them place before
themselves a high ideal, never stooping
to personalities, and they will then play
an important part in building up the
China that is to be.

Melba Coming East.

It is stated that Madame Melba, ac-
companied by Madame Davis, the well-
known vocalist and her husband, the
equally celebrated flautist, will visit the
Far East in the early autumn, and
probably give a series of concerts in con-
nection with the Hanoi Exhibition. It is
to be hoped the party will come on to Hong-
kong.

Independence Day.

The 'glorious fourth' was celebrated
in the usual happy fashion by our Ame-
rican cousins to-day. There were several
American ships in the Harbour, the crews
of which came ashore and are having a good
time. The men-of-war and other ships
are gayly decorated with bunting, and,
at noon, a salute was fired in honour of the
occasion. At some of the local American
offices the Stars and Stripes and the British
Ensign were displayed side by side.

Shanghai Mixed Court.

Our German contemporary at Shanghai
published the following on the 1st inst:—
The proposals regarding the powers of the
French and International Mixed Courts
have not been approved by the Diplomatic
Corps at Peking. The Taoist of Shanghai
having agreed to the proposals, the matter
has now been declared officially authorised,
therefore the Municipal Council will be
notified of the fact to-day.

Sausages.

The man who ruined a sausage-maker's
trade by walking into his shop with a sack-
ful of dead cats and dumping the contents
down on the counter has, according to a
Liverpool contemporary, a rival in the per-
son of a London waiter. The latter worthy,
being asked by a customer for sausages,
replied that there were none left; but, be-
ing of an obliging disposition, he went on
to say that if the gentleman did not mind
waiting some should be obtained for him—
meaning, of course, that they should be
sent out for. The customer having signi-
fied his willingness to wait, the waiter pro-
ceeded to the culinary department to give
the necessary instructions, but on arriving
there he had the misfortune to step on the
tail of a dog which belonged to one of the
kitchen attendants. The injured animal
immediately let out a series of agonised
yelps, whereupon the customer being evi-
dently a man of imaginative mind, turned
pale and left the restaurant hurriedly.

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LOCAL AND GENERAL.

Notes by the Way.

The grave-looking man isn't always a
dead one.

The Crown Prince of Japan has now
two sons and four daughters.

The Freemasons' Grand Lodge of
England has sent in all £10,337 to South
Africa for the relief of loyal Brethren who
have suffered from the war.

Cholera has found its way to Hankow.
There are numerous deaths among the
Chinese, and there have been at least two
cases and one death among the foreign
population.

Instructions have been issued for the
breaking up of a quantity of American and
German-made. 303 ammunition taken
back to India by Corps returning from
China, as it proves liable to injure the
files.

The University of Pootung, under
President Penney, is already at work with
upwards of 120 students (writes a correspon-
dent). A teacher of English in each pre-
fectural city is one of the next steps pro-
posed. This course will serve to give
prospective students a start in English
which they will use at the Central Univer-
sity.

The N.C. Daily News of the 30th ult.
says:—There was a large assembly at the
P. & O. jetty on Saturday morning to bid
farewell, amongst others, to General
Dorward, and to Mr W. J. Gresson. The
former leaves us for good, much to the
regret of many Shanghai residents, but we
hope to see Mr Gresson amongst us again
before very long, fully restored to good
health and strength.

Attempted Suicide.

Tired of the cares and worries of this
life, a servant boy named Man Fuk at-
tempted to commit suicide at No. 72,
Macdonell Road, Kowloon, yesterday. He
was prevented from committing the rash
deed, and, at the Magistrate's to-day, Mr
Hazelard bound him over in a personal
bond of \$100 to come up for sentence when
called upon to do so.

Auction of Machinery.

We would call attention to the auction
of sundry naval and victualling obsolete
and condemned stores by Messrs Hughes
and Hough on Wednesday and Thursday
next, at H.M. Naval Yard. Local engineer-
ing shops will have an opportunity of pick-
ing up some useful machinery which is said
to be in good condition.

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companied by Madame Davis, the well-
known vocalist and her husband, the
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LOCAL AND GENERAL.

The New Water Bill.

We understand that the new Water
Bill, which was down for consideration at
the next meeting of the Legislative Coun-
cil, will probably be withheld. It may
therefore be presumed that the Government
intends to revise some of the proposals con-
tained therein.

Plague on the English Mail.

There were six cases of plague reported
in the Colony during the 24 hours ended
noon to-day, bringing the total for the year
up to 400. One case was that of an Indian,
who died on board the P. and O. s.s.
Valetta, at Kowloon Wharves. The other
cases were all Chinese, two of them having
been 'dumped.'

Ho got 'Socks.'

A pair of socks, the property of Mr
J. P. Cottam, disappeared the other day,
and were found in possession of Chen Tui
Fat, servant boy, Amoy Lane. Chen was
charged at the Magistrate's to-day, at the
instance of Mr Godwin, who is in Mr
Cottam's employ, and was sentenced to
suffer six weeks' hard labour.

P. and O. Mail Quarantined.

The P. and O. Mail steamer *Valetta*,
which arrived in Hongkong yesterday with
the mails from Europe, reported a consider-
able amount of sickness on board on the
way up, and this morning she was ordered
into quarantine. The mails for Shanghai
and the north were put on board the S.S.
Lennax this afternoon, at Kowloon Wharf.
The T. K. K. *America* Mail, with mails on
board, also went into quarantine on her
arrival this morning.

A Record Shoot.

Yesterday-afternoon, Mr D. Baldwin
and Mr J. Parkes, of Kowloon Ducks,
went over the 200, 500 and 600 yards range
at Kowloon for practice. Mr Baldwin, who
is one of the best local marksmen, finished
up with the first total of 104 out of a pos-
sible 105. The range scores were:—200
yards, 34; 500 yards, 35; 600 yards, 35.
This, we believe, is a new record for Hong-
kong. Mr Parkes, a promising shot for
interceptor honours, had a total of 91—30,
30, 31.

Tamba Maru' Aground.

Yesterday, the N. Y. K. S.S. *Tamba
Maru* grounded while leaving Hongkong
for the North, on a sandbank a little be-
yond the Police Pier. After being aground
for an hour and three-quarters, she floated
off with the rising tide at 2.45 p.m. No
damage was sustained, and no assistance
was required, and the vessel resumed her
voyage to Japan. We understand that this
is not the first time such a mishap has oc-
curred here, and the harbour authorities
may now have to consider the advisability
of dredging the bank.

Strange Behaviour of a Constable.

At the Magistrate's to-day, Thomas
Black, constable in the Naval Yard Police,
was charged with assaulting a ricksha
driver yesterday. He engaged the ricksha
puller near Gough Street, and drove to the
Hongkong Hotel. On coming out of the
Hotel, defendant took the nearest ricksha,
and was about to drive off when the com-
plainant naturally interfered. The defend-
ant then jumped out of the ricksha and
struck complainant over the head with his
stick. The Magistrate (Mr Keen) ordered
Black to pay a fine of \$7, and pay \$1 com-
pensation.

A Case of Razors.

To-day, at the Magistrate's, Detective
Sergeant J. J. Watt charged Wong Chi and
Li Shing, accountants at No. 259 Queen's
Road Central, with the unlawful possession
of 25 razors, reasonably suspected of hav-
ing been stolen. The other day, Mr K.
Oldrup, Manager, Hamburg-America Line,
reported to the police that a case contain-
ing 62 dozen razors consigned to Messrs
Ridecker and Co., commission agents, per
s.s. *Storia*, had disappeared. Sergeant Watt
discovered some half-dozen of what appear-
ed to resemble the missing articles in a
shop in Taijingshan, the proprietor of
which said he bought them from another
shop. The inquiries resulted in the arrest
of the accountants named. The case was
remanded till Tuesday.

The China Medal.

Replying to a question, not requiring
oral answer, by Mr John Hutton, as to
when it is intended to issue medals to the
remainder of the officers and seamen em-
ployed in the late operations in China, the
Secretary of the Admiralty says that the
issue of these medals is being proceeded
with as rapidly as possible, and orders have
been given to the home ports, the marine
divisions, the Channel and cruiser squad-
rons, and the Mediterranean Fleet to furnish
lists of those entitled to the medals in re-
sponse to their issue before the Coronation. A
gratuity will be granted to the naval and
marine and Colonial naval forces employed
in these operations as soon as the necessary
arrangements can be made. The amount
and probable date of payment cannot be
stated at present.

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LOCAL AND GENERAL.

Interport Ping-Pong.

The Interport Ping-Pong matches at
Kobe, between Shanghai, Kobe and
Yokohama, were unfinished.

The America Cup.

Sir Thomas Lipton has contradicted
the report that he had decided to challenge
for the America Cup next year. He said he
had before him many months in which to
make up his mind.

An Imperial Audience.

A Peking dispatch to hand (reports
the N.C. Daily News) states that H. H.
Conger, U. S. Minister at the Capital, had
a special audience of the Emperor and
Empress Dowager on the 24th June, during
which H. H. introduced to their Majesties
Admiral Rodgers of the U. S. Navy and
several officers of the Admiral's staff.

Music at Hongkong Hotel.

By kind permission of Lieut.-Col.
Baillie and Officers, the Band of the 22nd
Bombay Infantry will play at the Hongkong
Hotel to-morrow (Saturday) evening, from
8 p.m. to 9.30 p.m.:—
March.....Scots out.....Hunt
Valse.....Toreador.....Jones
Selection.....'San Toy'.....Brown
Polka.....'The deep blue sea'.....(Percival Solo)
Selection.....Reminiscence of.....Godfrey
Galop.....'Vivat'.....Trikoff
"GOD SAVE THE KING."

Tariff Revision.

The N.C. Daily News of the 1st inst.
says:—The Tariff Commissioners, Sir
James Mackay, Messrs R. E. Breton,
A. E. Hipsley, F. E. Taylor, Sheng
Kungwei, and Lu Hai-buan left here last
night by the *Hainan* for Nanking, where
they go to confer with the Viceroy Liu
Kun-yi about the abolition of likin. If
successful in their negotiations with the
Nanking Viceroy, the Commissioners will
then proceed to Wuchang to confer with
the Viceroy Chang Chih-tung on the same
question. The Commissioners no doubt
have an arduous task before them, but it is
to be hoped that in the interests of trade
they will be successful.

Dr Timothy Richard.

The Pootung correspondent of the
N.C. Daily News wrote on the 19th June:—
Dr Richard has returned from Shansi,
having left in its capital city, Taiyuan,
University already opened. It consists, at
present, of two halves; a Chinese side
managed and taught and supported by the
Chinese, and an Anglo-Chinese half man-
aged and supported out of the funds pledged
by the Government. We understand that all
who matriculate in either side must have
the 1st Chinese degree, which will perhaps
disappoint those who insist that the world
was made and finished in 144 hours, while
others will hope and expect that a few
years of patience and progress will give an
equally open door to all of equal ability as
decided by examinations.

Kobe Regatta.

A special telegram to the N.C. Daily
News announces that Kobe won the Fours,
Shanghai being second, and Yokohama
third. It was a good race. For the Pairs,
Yokohama scratched. Kobe won the race,
a scratcher in the Shanghai boat having been
broken. Shanghai won the Double Sculls,
the Single Sculls, the Singles Lawn Ten-
nis, and the Bowls.—Commenting upon
this, our Shanghai contemporary says:—
The Shanghai representatives have given a
good account of themselves in the Kobe
Regatta and Sports, winning four events
(out of, we presume, six), as will be seen
from the telegrams; namely, Single and
Double Sculls, Lawn Tennis (Singles) and
Bowls. We would like to have seen the
last two items in the winning category of
aquatics, or the last one at any rate. The
fours, a premier race, was lost to Kobe,
Shanghai being second, Yokohama third,
but it was a good race apparently. The
chance of winning the pairs against Kobe,
(Yokohama having scratched), was lost by
a stretcher breaking, an accident which
happens frequently on the river here and
one that might invariably be avoided by a
careful examination of the boat beforehand.
However, it is over, and we have every
reason to be proud of our representatives. It
must be borne in mind that the Kobe boats
are very heavy, as is natural when they
have to be used in the open sea. Rowing
men can imagine Shanghai 'pucker' eyes
men rowing in their own heavy fours even
here with its short slide! Furthermore,
rowing men here are used to row a race
with a strong tide, which no doubt our
representatives felt a need of half way
down the course. And lastly the use of the
swivel rowlock, not in vogue in Shanghai
other than in sculls. Nevertheless, 'Well
lick 'em next time,' must be the feelings of
rowing men here, and backed up by this
experience no doubt the present good deeds
will be even excelled in the future.

NOT A MINUTE

SHOULD be

THE KING'S HEALTH.

Telegram from Secretary of State.

Last night, Hon. F. H. May, C.M.G., Colonial Secretary, sent to us the following official telegram dated London, 3rd July, to the Governor of Hongkong from the Secretary of State, for publication, viz:—

"His Majesty the King reported to be making steady progress in every respect. The wound, the dressing of which has at times caused considerable pain, is now much less troublesome and began immediately to heal. His Majesty's courage and patience have called for the greatest admiration. The Queen has been in constant attendance in the sick-room, where utmost quiet is enforced. His Majesty seeing no correspondence and being approached on no affairs of State or business. I do not propose to telegraph again unless any important change occurs."

CANTON NEWS.

(From Our Own Correspondent.)
Canton, July 3.

EDUCATIONAL.

The scheme for a Provincial Military College is still "on the boards." The Viceroy has drawn up a set of rules, and submitted them to the military mandarins for their consideration. Particulars have not yet been made public.

The Yik Tsai Shu Shue, or Katoorie School, has made a good beginning. Being a free school, it has attracted a large number of scholars; indeed, many more than the accommodation. The foreign teachers are assigned to the scholars who have already acquired some knowledge of English. The Chinese think that foreigners do not care to go through the drudgery of the first stages of a Chinaman's study of English—which erroneous thought proves that they do not understand the first principles of education. The real place for the foreigner is in the beginning, the middle and the end; but if the staff is insufficient to allow this—then by all means let the foreign teacher and not the Chinese be entrusted with the first two years at least.

The proposal to establish a middle school or preparatory department in connection with the Provincial University (Kwong Nga Shu) has been given a donation of \$80,000. The scheme has been entrusted to the Kwong Chau Prefect, who is an enlightened man with liberal ideas.

The examination for the San Tsai or first degree is now in progress. This being the first examination since the abolition of the old style of essay writing, the examiner must have found some difficulty in getting on the questions. Lend me a question as an example:—

"What, in your opinion, is the best way of policing this city, and how would you propose to raise the money for that purpose? Would it do to appropriate the funds of the temples or the money usually spent on 'all-cause' festivals, and what do you suppose would be the attitude of the people to such a course?"

THE SAN HOI MAGISTRATE AND THE HONGKONG NATIVE PRESS.

For a long time, the Hongkong Chinese newspapers have commented fully, and sometimes very freely, on the doings of mandarins. The action of the San Hoi magistrate and the military mandarin charged with the protection of the passengers, in demanding what the Viceroy has declared to be very much more than a fair share of the earnings of these boats, led to a serious dispute, and an interruption of the traffic. Both officials concerned were condemned, and that fact did not by any means cause the newspapers in question to alter their tone. Some not very judicious friend of the San Hoi magistrate has made it his business to collect all these articles and forward them for his edification. The magistrate was enraged on seeing his name taken in vain, and, through the British Consul, has appealed to the Governor of Hongkong to order the closing of the offices of the "Wa Tsai Yat Po" and the "Chung Kwo Yat Po" for fifteen days, as a punishment. He further supports his plea by saying that when a similar request was made to him by foreign Consuls to suppress one of the Canton dailies that had been abusing foreigners, he immediately complied. All that he has got for his pains is the knowledge that on British soil editors have the right to discuss the action of officials in other words that the Press is free. This may be very useful information, but it contains but little of the nature of comfort. In Canton, the Press is free for a reason that needs no explanation. It is alleged that the editors of the two papers named above were summoned to the office of the Protector of the Chinese in Hongkong and there advised as to the best method of conducting their papers so as not to give offence and unnecessary offence.

CORRESPONDENCE.

THE LAND PERFORMANCES.

To the Editor of the "CHINA MAIL,"
Hongkong, July 4.

Sir,—I read with interest your correspondent's letter in last night's issue of your hand performance, and it brought to my mind an advertisement I saw in a Hongkong newspaper a few days ago to the effect that the band of the Duke of Wellington's Regiment would, during the rainy season, give their performances in the Public Hall—a change of 4 annas being charged to cover the cost of occupying the hall, people requested not to bring children on account of the disturbances they frequently cause. Could not the concert, the pleasure of which we have missed recently on account of rain, have taken place in the City Hall under similar conditions?—Yours, etc.

BANDSMAN.

THE PORT OF HONGKONG.

The Secretary of the Hongkong General Chamber of Commerce sends us the following report for publication:—

Hongkong, 10th June, 1902.
Sir,—As requested by the Committee of the General Chamber of Commerce we have considered the question of licensing the pilots at this port, and in this connection have had before us the following letters:—

Hongkong, and Kowloon Wharf Co., to Chamber of Commerce, dated 2nd May.
The Hon. the Colonial Secretary to Chamber of Commerce dated 15th May.
We have to place before the Committee our views on this subject.

1. A considerable demand exists and has existed for years for pilots at this port, more particularly for the purpose of berthing steamers at the wharves of the Hongkong and Kowloon Wharf and Godown Co., Ltd. 2. Up to the present this work has been carried on by Chinese who in the past were all or nearly all well known men possessed of the requisite knowledge and capable of handling the class of vessels then visiting the port.

3. While all vessels do not make use of Chinese pilots, many Commanders find it an advantage to have a man on board with local knowledge as to the state of the tides, currents, and the position of the various ships in harbour. 4. With the increasing number and size of the vessels now visiting Hongkong, there is a corresponding increase in the need for a sufficient number of qualified men to act as Pilots.

5. The other class of Chinese pilots are, through progression of time, disappearing, and their place is being taken by men not possessing the requisite knowledge for the work now demanded of them. 6. A few of the Shipping Companies are able to employ suitable men, but many Commanders are obliged on arrival at the entrance of the harbour to take the first man who boards their ship, without having any means of knowing whether he is capable of handling the vessel properly.

7. The risk of loss of life and property which may result from the improper handling of a vessel is too well understood to require discussion. We are strongly of the opinion that the Government has already expressed by the General Committee of the Chamber of Commerce that the time has now arrived when the pilots in this port should be put under proper Government control as has already been done in the case of Masters and Engineers of steam launches.

8. We do not propose that pilots should be compulsory, but our suggestion is that the one, private or temporary, should be allowed to act as a pilot inside Hongkong waters for any vessel (other than native sailing craft) unless he holds a certificate of competency from the Harbour Master.

9. The certificate to be issued yearly, to bear the photograph of the holder, with other necessary information. The certificate to be produced when asked for on boarding a vessel. 10. We would suggest that the fee for certificate should be a nominal one, say \$20 for first certificate and \$5 a year for renewal.

11. No limit to be placed on the number of licenses issued. The question of limiting licenses and forcing the pilots into a regular association body can be considered at a later day if found desirable. 12. As Masters of vessels visiting this port have hitherto engaged unlicensed pilots, we would suggest that should it be decided in future to issue licenses to pilots, a notice to this effect be inserted in the Harbour Regulations for the information of the Masters of vessels.

13. In the event of any complaint being made against a certificated pilot, the Harbour Master to hold an inquiry into the matter, and to have the power to punish the pilot if found guilty of the charge brought against him. 14. The complaints which should be investigated to be those of carelessness, or incompetency in navigation, insolence to the officers of the ship or officers of the Harbour Department, drunkenness or any other acts of misconduct which may militate against the efficient carrying out of a pilot's duties.

15. The persons who will have the power to ask the Harbour Master to enquire into the conduct of any pilot should be:—The Officers of the Harbour Department and Water Police. The Master or owners of the vessel on which the pilot is engaged. The Master or any other vessel or any person whose property may have been injured for even a moment through the action of the pilot.

16. The Harbour Master should have the power to punish a pilot found guilty of misconduct or improper navigation by the infliction of fines or by the temporary suspension or cancellation of his certificate. 17. A pilot whose certificate is absolutely cancelled should not on any further occasion obtain another certificate.

18. In making these suggestions it is not intended that the Colonial Government in any way accept any responsibility in issuing certificates. The examination and control of the pilots to be merely an executive function such as is carried out in Great Britain by the Board of Trade or the Admiralty. We have the honour to be, Sir, Your obedient servants,

(Sd) E. A. BEVELL,
(Sd) A. HANF,
W. POATE.

To A. R. Lowe, Esq., Secretary, Hongkong General Chamber of Commerce.

For the past quarter of a century there has been one continuous flow of letters bearing testimony to the truly wonderful cures effected by Clarke's Blood Purifier. The "Blood Purifier" that science and medical skill have brought to light. Sufferers from Scoury, Scanty, Bad Legs, Skin and Blood Diseases, Eruptions and Sores of any kind are advised to give it a trial to test its value. Sold everywhere, at 2s. 6d. per bottle. Beware of worthless imitations and substitutes. E24

GOLF.

A Championship at Shanghai.

In reporting the caddies' championship for 1902 at Shanghai, the N.-C. Daily News says:—

It is no exaggeration to say that the match played yesterday excited more interest than any event which has been played on the local links. From a very early hour the caddies, dressed in their white coats, commenced to assemble, and from the babel which went on it was evident that speculation was rife as to who should be declared champion. The conditions were one round of the ladies' course, to be played with iron clubs in the presence of a foreign umpire. The last named condition was deemed advisable in view of the general character of the Chinese, to which it was not to be expected a golf caddy would prove an exception. It is only fair to state, however, that the small competitors appeared to be imbued with a true golfing spirit and really the amount of skill displayed by some of them, to say nothing of the 'Vardon' style, called for a considerable amount of comment from the spectators.

It was generally thought that any caddy returned under 60 would win, but as will be seen from the scores below, the play proved of a higher standard than was anticipated.

Drives of 125 to 150 yards were not uncommon and other branches of play were equally good. It was noticeable that the caddies, while proving themselves perfectly capable of imitating the style of some of the regular golfers, were also capable of acquiring some of their expressions, especially those following a 'foolish' shot. On the other hand one competitor, whose ball dropped in a particularly fluky manner on one of the greens, remarked 'Velly lucky.'

Mr. Li Sung, who returned the best card, was disqualified, as it transpired that he was not strictly speaking a caddy belonging to the Club, and Mr. Li Li-sung (commonly known as 'Lilly Lame') was adjudged the winner. After all the cards had been returned, the competitors were stood in order of merit in the pavilion and entered the following is a list of cards returned:—

Mr. Li Sung	.....52	Disqualified	51.
Mr. Li Li-sung	.....53	Winner	54.
Mr. Siang Tsze-tung	.....50		52.
Mr. Quai Zee	.....51		53.
Mr. Mo Don	.....63		4th 59.50.
Mr. King Long	.....63		4th 59.50.
Mr. Siang Tsze-tung	.....64		4th 59.50.
Mr. Quai Shing	.....68		4th 59.50.
Mr. Li Li-sung	.....68		4th 59.50.
Mr. Fuh Ling	.....69		4th 59.50.
Mr. Ping Wei	.....70		4th 59.50.
Mr. Lai Tai-bao	.....70		4th 59.50.
Mr. Li Li-sung	.....74		4th 59.50.
Mr. Li Li-sung	.....74		4th 59.50.
Mr. Li Li-sung	.....74		4th 59.50.
Mr. Li Li-sung	.....74		4th 59.50.

It will be noticed that Mr. Li Li-sung was one under five for the first five holes.

Another Championship!

The following report of the final stage of the Open Golf Championship is taken from The Standard of 6th June:—

There was a distinct change in the weather at Hsueh-lake yesterday, a strong South-westerly breeze hithering the play, whilst in the afternoon several smart showers fell. This had a marked effect on the play, high scoring cards being the order. Of the forty-five players who took part in the third round only eight returned scores of under 80, a fact which speaks for itself. Mr. H. H. Hilton, who came up with 175, took 81, and Mr. J. Ball, who had less than 84. Mr. Ball's partner, A. Herd, who had a total of 153 to his credit, played magnificent golf, however, going round in 73—a wonderful score under the conditions. His figures were: Out, 44-55-53-74-39; In, 43-44-44-35-44-35. Total, 73. His total for the three rounds was thus 229, and, as it proved, these figures were the lowest.

Harry Vardon, who led Herd by 3 on the opening day, took no less than 89 for the round, finishing up with a total of 229. His figures were: Out, 54-54-44-53-55-40; In, 44-44-35-54-54-40. Total, 80. T. Vardon went out in 41 and home in 37, total, 78, which gave him a lead of 11 strokes over Herd. The last named monopolised all the interest in the last round. Herd played well at the outset, but made mistakes at the eighth and ninth holes, taking 6 to each, his score out being 40. Vardon, who was following him, was out in the same total. At the thirteenth hole one stroke only separated the pair. Herd eventually finished with 81 for the round, making his grand total 307. On the last green Vardon had a 6 to 1 shot, the ball stood on the lip of the hole, and he finished with 308, Herd, however, gave one and all a fright, as with a round of 74 he tied with Vardon at 309, and only missed a long putt to tie with Herd. Mr. Maxwell took home in grand style, and well deserved the honour of fourth place. The scores of these players are appended:—

3rd round: Out—44-55-53-54-38—79.
Home—43-44-44-35-44—39—79.
4th round: Out—44-54-44-35-44—39—79.
Home—43-44-44-35-44—39—79.

2nd round: Out—44-54-44-35-44—39—79.
Home—43-44-44-35-44—39—79.
4th round: Out—44-54-44-35-44—39—79.
Home—43-44-44-35-44—39—79.

3rd round: Out—44-54-44-35-44—39—79.
Home—43-44-44-35-44—39—79.
4th round: Out—44-54-44-35-44—39—79.
Home—43-44-44-35-44—39—79.

3rd round: Out—44-54-44-35-44—39—79.
Home—43-44-44-35-44—39—79.
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Home—43-44-44-35-44—39—79.
4th round: Out—44-54-44-35-44—39—79.
Home—43-44-44-35-44—39—79.

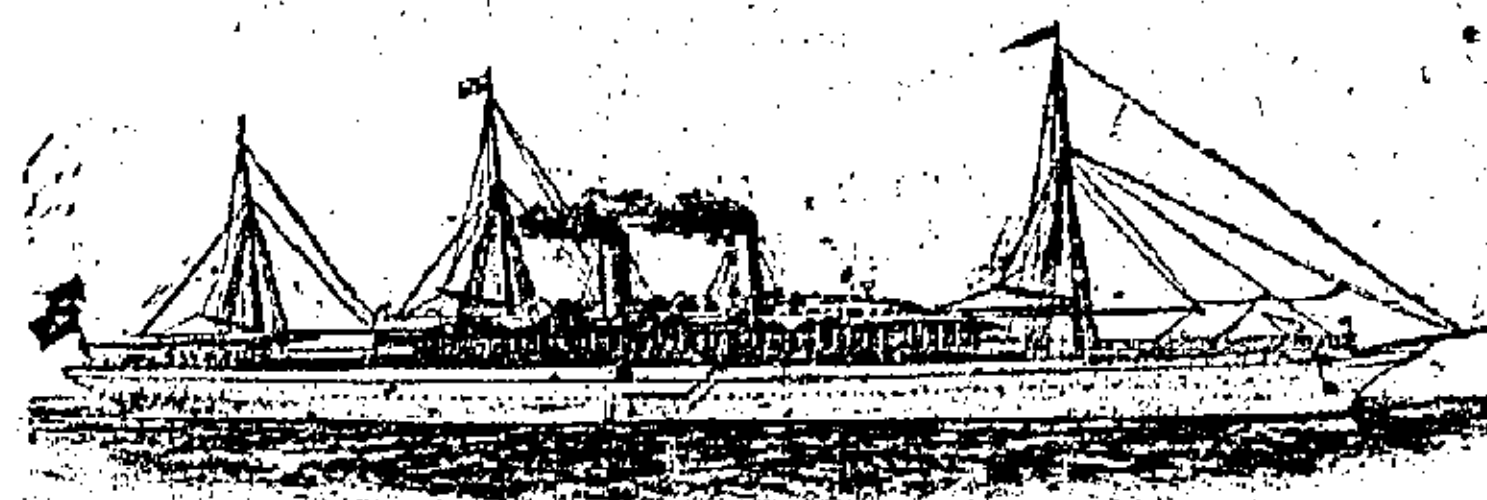
REVIEW.

ALL THE RUSSIAN. Travels and Studies in contemporary European Russia, Finland, Siberia, The Caucasus, and Central Asia. By Henry Norman, M.P.

With 154 illustrations, chiefly from the author's photographs, and four maps. London: William Heinemann. 1902. 18/ net.

Readers of 'The Peoples and Politics of the Far East,' and 'The Real Japan,' by this accomplished litterateur and traveller, will have great expectations raised by the sub-title of his recent work—Travels and Studies in contemporary European Russia, Finland, Siberia, The Caucasus and Central Asia. These expectations are not disappointed. The volume before us is not the telescopic work of the globe-trotter; nor is it so microscopic as to be tedious even to the general reader. Armed with special permits from the highest authorities, and accompanied by a young Russian scholar and interpreter, the author had opportunities for knowing and seeing enjoyed by few, if any. He has made good use of these. This is not a book of thrills by an adventurer discovering going across country. Mr. Norman traversed both European and Asiatic Russia by the newest routes—rail, road, river, and inland sea—with eyes and ears open. The result is not a guide-book, but a book of the highest quality. 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Shipping.

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Twin Screw Steamships—4,000 Tons—10,000 Horse power—Speed 19 knots.
Sailing 3 to 7 Days across the Pacific.

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R.M.S. ATHENIAN, Comdr. H. T. PETER, R.N.R., SATURDAY, July 20.
R.M.S. EMPRESS OF CHINA, Comdr. R. ARCHIBALD, R.N.R., WEDNESDAY, Aug. 6.
R.M.S. EMPRESS OF INDIA, Comdr. O. P. MARSHALL, R.N.R., WEDNESDAY, Aug. 27.
R.M.S. TARTAR, Comdr. E. BERTHIAU, R.N.R., WEDNESDAY, Sept. 10.

The magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, valid for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

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The Company's Extra Steamship "ATHENIAN" and "TARTAR" have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings.
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For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
Pierhead Street, HONGKONG, June 25, 1902. 1112

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NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

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SUBJECT TO ALTERATION.

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CALLING AT SINGAPORE AND PENANG.

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FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. *Silesia*, Capt. PAUL, 30th July, 1902 Freight and passengers.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. *C. Feilcke*, Capt. FRIEDRICH, 14th August, 1902 Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. *Worms*, Capt. von BREMER, 28th August, 1902 Freight and passengers.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. *Königsberg*, Capt. MAYER, 10th September, 1902 Freight and passengers.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
Queen's Buildings, No. 1.

1369

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOI, KOBE AND YOKOHAMA; FOR PORTLAND, OREGON, SEASIDE, ASTORIA, AND VICTORIA, B.C.

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STEAMSHIP, TONS, CAPTAIN, HONGKONG.

INDRAVELL, 4,699 W. E. Craven, R.N.R., July 26, 1902

INDRAPURA, 4,698 A. E. Hollingsworth, August 14, 1902

INDRAMA, 4,698 Alfred Horsfall, September 13, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Hongkong, 26th June, 1902.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamships, Destinations, Sailing Dates.

KUMANO MARU, E. W. HUSWELL, SYDNEY AND MELBOURNE, SATURDAY, 5th July, at Noon.

SADO MARU, W. THOMSON, TOWNSVILLE AND BRISBANE, SATURDAY, 12th July, at Noon.

SHINANO MARU, M. J. O'CONNOR, MARSHALLS, LONDON, and ANTWERP, Via SINGAPORE, PENANG, COLOMBO and PORT SAID, JULY, Daylight.

MIKE MARU, M. J. O'CONNOR, VICTORIA, B.C., and SEATTLE, MONDAY, 14th July, at 4 p.m.

SANUKI MARU, W. THOMSON, KOBE AND YOKOHAMA, TUESDAY, 15th July, at Noon.

HIROSHIMA MARU, T. MESS, KOBE AND YOKOHAMA, FRIDAY, 18th July, at Noon.

IDZUMI MARU, C. H. BERNARD, BOMBAY Via SINGAPORE and COLOMBO, SUNDAY, 20th July, at Noon.

KASUGA MARU, H. FRANK, KOBE, FRIDAY, 25th July, at Noon.

KAWACHI MARU, C. H. BERNARD, MARSHALLS, LONDON and ANTWERP, Via SINGAPORE, PENANG, COLOMBO and PORT SAID, SATURDAY, 26th July, at Noon.

TOSA MARU, H. CHRISTIANSEN, VICTORIA, B.C., and SEATTLE, MONDAY, 28th July, at 4 p.m.

HAKATA MARU, F. L. SOMMER, KOBE AND YOKOHAMA, FRIDAY, 1st August, Daylight.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ASIATIC STEAMSHIP COMPANY.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. Mihara, Manager.

Hongkong, July 3, 1902. 779

Shipping.

OCEAN STEAMSHIP COMPANY

OUTWARDS.

FROM GLASGOW AND LIVERPOOL, 5th July.
GLASGOW AND LIVERPOOL, 11th July.
GLASGOW AND LIVERPOOL, 17th July.
GLASGOW AND LIVERPOOL, 23rd July.
GLASGOW AND LIVERPOOL, 29th July.
GLASGOW AND LIVERPOOL, 5th August.

The S.S. "ULYSSES" left SINGAPORE on the 30th ult., and is expected here on the 5th Inst.
The S.S. "LARIUS" from PENANG, has arrived, and leaves for AMOY on Sunday, 6th inst.

HOMEWARDS.

FOR LONDON, 10th July.
LIVERPOOL DIRECT, 14th July.
(Taking Cargo at LONDON Rates).
LONDON, 22nd July.
LONDON AND ANTWERP, 28th July.
LONDON AND ANTWERP, 19th August.
LIVERPOOL DIRECT, 26th August.
(Taking Cargo at LONDON Rates).

Hongkong, July 3, 1902. For Freight, apply to BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

CHINA NAVIGATION CO.,
LIMITED.

FOR SHANGHAI, 5th July.
TIENTSIN, 8th July.
NINGPO AND SHANGHAI, 12th July.
MANILA, 15th July.
Cebu and HAILU, 18th July.
TIENTSIN, 22nd July.
PORT DALWYN, THURSDAY, 24th July.
LAND, COOKTOWN, CAIRN, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE, 26th July.
ADELAIDE.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

* Taking Cargo and Passengers at through rates for New Zealand Ports.

* Taking Cargo on this line of sailing to all Yangtze and Northern China Ports.

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Hongkong, July 4, 1902.

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STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, CALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LEGGAGE.

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PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

PRINZ HEINRICH, THURSDAY, 10th July, 1902, at Noon, the Steamship PRINZ HEINRICH, of the Norddeutscher Lloyd, Captain R. HEINRICH, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Tuesday, the 8th July, and Cargo and Specie will be received on Board until 5 p.m. on Wednesday, the 9th July, and Parcels will be received at the Agency's Office until Noon on Wednesday, the 9th July. Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cube in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to Norddeutscher Lloyd, Melchers & Co., Agents.

1947

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamship, Tons, Captain, Proposed Sailing.

Algonquin, 3750 G. E. Warner, July 12, 1902

Duke of Edinburgh, 3821 J. S. Cox, Aug. 2, 1902

Victoria, 3592 J. Panton, Aug. 9, 1902

Parana, 3811 A. Dixon, Aug. 23, 1902

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First class Table, Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO LONDON, £52.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. DAYTON is attached to trans-continental train day and night; Tacoma to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, £35.

The best route to the Klamath Gold Fields. Frequent sailings from Victoria, Tacoma to DYER and St. MICHAEL.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

Doddwell & Co., Limited, General Agents.

Hongkong, July 3, 1902. 422

OSAKA SHOSEN KAISHA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR TAMSUI, VIA SWATOW, SUNDAY, 6th July.

ANPING, VIA SWATOW, SATURDAY, 12th July.

TAMSUI, VIA SWATOW, SUNDAY, 13th July.

FOOCHOW, VIA SWATOW, WEDNESDAY, 16th July.

The Co's new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for the class passengers, and a duly qualified Doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further information apply to

The MITSUI BUSSAN KAISHA, AGENTS.

Hongkong, July 3, 1902. 5679

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE, named—

FOR LONDON, &c., *Persepolis*, Capt. F. J. FOX, Noon, 5th July.

LONDON, &c., *Shanghai*, Capt. E. SPEER, R.N.R., Noon, 11th July.

YMA Via SHANGHAI, Capt. E. R. MARTIN, R.N.R., About 12th July.

MOI AND KOBE, *Darwin*, Capt. R. A. PETERS, About 18th July.

SHANGHAI, *Shanghai*, Capt. R. A. PETERS, About 18th July.

* Calling at PENANG and COLOMBO if sufficient inducement offers.

* See special Advertisement.

* For Freight only.

For Freight or passage, and further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co's Office, Hongkong, July 3, 1902. 26

REGULAR STEAMSHIP SERVICE TO NEW YORK.

Via PORTS AND SUEZ CANAL.

(With Liberty to Call at PHILIPPINE PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

BRAMMAR, About 14th July.

ATHOL, About 20th July.

RICHMOND CASTLE, About 21st July.

LENNON, About 21st July.

AFRIDI, About 21st July.

For freight and further information apply to DODWELL & CO., LTD., Agents.

Hongkong, July 4, 1902. 1109

THE COMPANY'S Well-known Steamship

ROSSETTA MARC, 3870 Tons, Captain FOX, will be despatched hence for MANILA, on SATURDAY, the 12th Inst., at Noon.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess Carried.

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Prince's Buildings, 1st Floor, Street, Hongkong, July 3, 1902. 284

UNITED STATES & CHINA-JAPAN S.S. LINE.

REGULAR MONTHLY SERVICE FROM JAPAN, CHINA, HONGKONG AND SINGAPORE.

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The following steamers will be despatched, as above, at monthly intervals, carrying Cargo at current rates:—

S.S. SUTHERLAND, June, S.S. INDRAMAYO, July, S.S. INDRAMAYO, August, A NEW STEAMER, September.

For Freight and further information apply to JARDINE, MATHESON & Co., Agents, "Indra" Line, Ltd. 946

Hongkong, May 2, 1902.

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR ROME AND TRIESTE DIRECT, calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through Rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS.)

THE Company's Steamship, MARIA VALERIE, Captain BERTHIAU, will be despatched as above on TUESDAY, the 15th July, p.m.

This Steamer has splendid accommodation for Passengers, Electric Light and carries a Doctor.

For information as to Passage and Freight, apply to SANDER WIELER & Co., Agents.

Hongkong, June 19, 1902. 1293

'BEN' LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship, BENLEUCH, Captain THOMSON, will be despatched as above on or about 15th July.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, June 24, 1902. 1314

'BEN' LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP VIA SUEZ CANAL.

THE Steamship, BENLEUCH, Captain THOMSON, will be despatched as above on or about 15th July.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, June 21, 1902. 1313

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship, AIRLIE, Captain ST. JOHN GEORGE, will be despatched for the above ports on THURSDAY, the 17th July, at 10 a.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, July 1, 1902. 1399

Shipping.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship, IRELLA, Capt. G. T. BLANKLEY, will be despatched as above on WEDNESDAY, the 9th Inst., at 4 p.m.

The attention of Passengers is directed to the excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light, and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, July 3, 1902. 1384

SHIRE LINE OF STEAMERS.

broken, chipped, and damaged
left in the Godowns, which
examined on the 7th
Insurance has been of
ending will be co-acted
DODWELL & CO
Agents
July 7, 1892

興榮三
SAM WING HING
COAL MERCHANT
No. 48, Des Voeux Road.

TS.
Central.
1958

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EVAN ORMI
Acting Manager

Hong Kong, April 1, 1962.

" 12 " 4 N. G. EVANS.
Acting Manager.
Hongkong, July 1, 1902 136

Foreign Men

of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported at
Marie Theresa	Austrian cruiser	5000	30	10,000	Captain Hans	Shanghai
Alouette	French gunboat	300	—	—	Lieut. A. Belloy	Saigon
Argus	French gunboat	—	—	—	Capt. Crespiu	Canton
Aspic	French gunboat	475	3	450	Commander Journet	Saigon
Avalanche	French gunboat	—	—	—	—	Canton River
Bengali	French gunboat	380	—	—	Lieut. Fille	Haiphong
Bugard	French cruiser	4009	19	9000	Capt. Courtaul	Haiphong
Comete	French gunboat	525	—	—	Commander Lottel	Shanghai
Deciduo	French gunboat	490	—	—	Commander Leamy	Chofoo
D'Entrecasteaux	French flag ship	8114	14	13,500	Captain Fournet	Shanghai
Friant	French cruiser	3739	10	9000	Captain Adam	Saigon
Kersaint	French gunboat	1250	6	2200	Capt. Le Golluier	Saigon
Lion	French gunboat	470	—	—	Capt. Bécue	Yaguise
Oley	French gunboat	—	—	—	Capt. Hurst	Along Bay
Pascel	French cruiser	3983	14	8500	Captain Louis	Saig-n
Redoubtable	French cruiser	9137	8	6071	Captain Bonifay	Shanghai
Styx	French gunboat	1899	2	900	Capt. Vincent	Yaguise
Surprise	French gunboat	829	—	—	Captain Mercet	Along Bay
Taking	French cruiser	—	—	—	—	Shanghai
Vaulon	French gunboat	—	—	—	Captain Blondel	Along Ray
Vigilant	French gunboat	—	—	—	—	Shanghai
Viper	French gunboat	400	4	441	Comdr. Villeneuve	Shanghai
Bussard	German gunboat	1600	8	2900	Comdr. von Bassewitz	Kiautschou
Fürst Bismarck	German flag ship	11,500	20	14,000	Captain Friedrich	Wuoning
Gesler	German gunboat	1690	8	2000	Commander Hilbrand	Shanghai
Hansa	German cruiser	6900	20	10,000	Capt. Paschen	Shanghai
Hertha	German cruiser	6900	20	10,000	Capt. Derzewski	Kobe
Ilis	German gunboat	1000	10	1300	Comdr. von Brandt	Foochow
Jaguar	German gunboat	900	10	1300	Capt. Berger	Shanghai
Kaiserin Augusta	German cruiser	6331	20	14,000	Captain Tugloze	Canton
Luchs	German gunboat	330	10	1500	Comdr. Werthmann	Shanghai
Schwabe	German gunboat	1120	8	1500	Comdr. Boerner	Shanghai
Suederland	German gunboat	1000	8	2200	Comdr. Hoffmann	Shanghai
Thetis	German cruiser	2600	24	8000	Capt. von Seydlitz	Tientsin
Tiger	German gunboat	500	10	1300	Comdr. von Mittelstadt	Shanghai
Verwundet	German gunboat	—	—	—	Comdr. von Weise	Shanghai
Zenobia	Italian cruiser	2900	10	6843	Captain John Boet	Shanghai
Marco Polo	Italian cruiser	4538	16	10,543	Captain Bohl	Shanghai
Puglia	Italian cruiser	2250	10	7000	Captain Zeri	Shanghai
Vesuvio	Italian cruiser	4500	14	6820	—	Shanghai
Zaire	Portuguese gunboat	600	—	—	Captain F. J. B. Leal	Hongkong
Admiral Nachimoff	Russian cruiser	5000	18	8300	Captain Stemann	Port Arthur
Alcora	Russian gunboat	510	6	730	Capt. Guinter	Vladivostok
Anaxar	Russian cruiser	2000	8	4700	Comdr. Granatshiko	Port Arthur
Isbrie	Russian gunboat	1050	3	1150	Comdr. Zaslavsky	Newchwang
Gaidamak	Russian gunboat	500	9	3500	Comdr. Youjoff	Port Arthur
Graniatsky	Russian gunboat	1490	6	2000	Comdr. Smirnov	Port Arthur
Gromoboi	Russian battleship	12,344	44	14,500	Captain Jesso	Port Arthur
Gulail	Russian battleship	1060	8	1000	Comdr. Shumof	Shanghai
Koreia	Russian gunboat	1213	7	1400	Comdr. Nevakovsky	Vladivostok
Landour	Russian gunboat	1224	7	1400	Commander Muraviev	Port Arthur
Ouvry	Russian gunboat	1420	0	2000	Comdr. Vasiliev	Nagasaki
Pensiev	Russian battleship	15,754	16	14,500	Captain Koroff	Port Arthur
Petrovsk	Russian battleship	10,960	16	10,600	Capt. Skovloff	Port Arthur
Poltva	Russian cruiser	1334	10	1768	Captain Ozeroff	Port Arthur
Rasbysk	Russian protected cruiser	12,230	16	13,500	Comdr. Kevrsky	Vladivostok
Rusakov	Russian protected cruiser	10,960	16	10,600	Capt. Maslursky	Port Arthur
Rurik	Russian gunboat	950	2	1125	Captain Rodosiev	Port Arthur
Serastopol	Russian gunboat	1030	8	1150	Comdr. Cordeir	Port Arthur
Sitach	Russian gunboat	1050	97	30,000	Comdr. Truseoff	Taku
Sivorch	Russian cruiser	6560	9	3500	Capt. Bahr	Port Arthur
Varyag	Russian gunboat	1230	6	1194	Comdr. Zagoriensky-Kissel	Port Arthur
Zabinka	Russian cruiser	—	—	—	Comdr. Abramoff	Port Arthur
Annapolis	U. S. gunboat	1000	10	1277	Commander Karl Rohrer	Manila
Don Juan de Austris	U. S. gunboat	1188	8	1600	Commander C. G. Bowman	Manila
Freige	U. S. gunboat	—	—	—	Lieut. Commander J. M. Helm	Manila
General Alava	U. S. gunboat	1800	—	—	Lieut. Commander W. F. Halsey	Manila
Helena	U. S. gunboat	1392	8	1988	Comdr. R. R. Ingersoll	Manila
Isla de Cuba	U. S. gunboat	1070	8	2200	Comdr. J. W. J. Maxwell	Manila
Isla de Luzon	U. S. gunboat	1070	8	2200	Comdr. J. K. Cogswell	Manila
Kentucky	U. S. flag ship	10390	8	10,000	Captain C. H. Stockton	Kobe
Mainit	U. S. flag ship	11,550	41	2 750	Comdr. T. H. Stevens	Maula
Monadnock	U. S. gunboat	8990	6	3000	Comdr. F. P. Gilmore	Hongkong
Monocacy	U. S. monitor	1370	6	850	Comdr. F. M. Wise	Shanghai
Monterey	U. S. gunboat	4084	4	5244	Comdr. Dugan	Nagasaki
New Orleans	U. S. cruiser	4140	—	—	Lieut. Comdr. Sperry	Shanghai
New York	U. S. flag ship	8200	24	17,401	Captain M. R. S. Mackenzie	Amoy
Princeton	U. S. gunboat	1000	6	800	Commander J. P. Selfridge	Mikina
Vicksburg	U. S. gunboat	1000	10	1118	Commander E. B. Barry	Manila
Winchester	U. S. cruiser	1337	8	1394	Commander E. S. Penna	Saigon
Yorktown	U. S. gunboat	1710	9	1801	Commander W. S. F.	Manila

